

considered as read and agreed to, the committee amendment be agreed to, the bill be deemed read for the third time and passed, the motion to reconsider be laid upon the table and that any statements relating to the bill be placed at the appropriate place in the RECORD.

The amendment (No. 5419) was agreed to.

The committee amendment was agreed to.

The bill (H.R. 3815), as amended, was deemed read a third time, and passed.

AIRLINE SAFETY

Mr. STEVENS. Mr. President, we are facing a very serious matter before the Senate and Congress adjourns. The authority to spend money from the Airport and Airways Trust Fund expires on September 30. After that date, it will not be possible to spend, literally, millions and millions of dollars necessary to continue the modernization of our airway system, improvements in airports, in particular, that are safety-related, unless this bill is passed.

The airport at my capital city in Juneau is now red-lined because of the failure to have a system to deal with shear winds that develop there. We are now working to move into Juneau some portable equipment that can deal with wind profiling and predict shear wind. We have had over 1,000 people stranded in Juneau in the last week. We were seeking to go out of Juneau because of the failure to get clearance for the jets that fly from my State to Seattle. Alaska Airlines has practically been grounded there at a time when there was no winds at all.

This bill is being held up because of a provision offered by a member of the Democratic Party in this Senate, supported in conference by all but two members of that conference, and it is literally being blocked.

Mr. President, this bill provides for safety equipment at airports all over this country. Once we get to September 30, if that bill is not passed, they will come to a screeching halt. I want the Senate to know I will use every parliamentary maneuver I know to keep us in session until that bill passes.

I want everyone to listen because I am serious. We cannot recess without passing the FAA bill, and there is no way that this Senator will permit that. One Senator can keep the Senate in session if he wants to do that. We will stay in session until it passes.

I want further to note that there will not be another bill pass here by unanimous consent that has a Democratic name on it until the FAA bill passes.

I make strange statements at times, but at this time I know I can carry that out. I hope all Members of the other side in this body and in the other body are listening, because I don't care who it is—there is a conspiracy now

against the extension of the airport-airways trust fund authorization. Now, in my State, which is one-fifth the size of the whole United States, we don't build roads, we fly; 75 percent of the communities in my State can be reached only by air. We are in the process now of moving in new equipment. The bill contains a sizable amount of authorization to carry out that new equipment.

As this Senate knows, we have had too many recent crashes. I was in one crash, Mr. President, in 1978, that was brought about by sheer winds. I have tried, in my time in the Senate, to do everything I can to get the authorization to get the changes and we now have them coming. This bill provides them.

I cannot tell the Senate in any stronger terms, we are going to stay in session—I am sorry to serve notice on the leadership itself—we are going to stay in session until that bill passes. If it is December 31, we are still going to be here. We cannot operate in my State without airways trust fund moneys. They provide the basic security for our transportation system.

I am just appalled that this one little provision that represents correcting an error that was made in the ICC bill—when it passed the Senate and the House, it was an acknowledged error. One little provision that was placed in there by my good friend from South Carolina that is in this bill now is apparently an excuse for some of the Members on the other side of the aisle to hold up this important bill. It is a bill, by the way, that will provide hundreds of millions of dollars for the continuation of construction at airports throughout this country. Those will all come to a halt. No money is authorized to be spent after September 30 unless this bill passes.

So, Mr. President, I yield back to my friend, so he can bring about the closing. But I shall be here every minute the Senate is open now in order to assure that that bill will pass. It is a bill that we have worked on now for 2 years, and I was part of the conference committee. I know what happened in conference. But that is the democratic process. The two Senators who are objecting, and who are missing, better get on the plane and come back, because I am going to start calling them by name Monday if they are not back here and are trying to block this bill in absentia. This is the most important bill to my State every time it comes up. It is going to pass. That is all there is to it.

Mr. NICKLES. addressed the Chair.

The PRESIDING OFFICER (Mr. STEVENS). The Senator from Oklahoma.

Mr. NICKLES. My compliments to my colleague from Wyoming. He did fulfill a very significant heritage by following his father's footsteps in the Senate.

I also want to mention the comments made by my colleague from Alaska dealing with the FAA bill. We need to pass that bill, the Senator is right. It is going to be irresponsible if we don't pass the bill. So I just pledge to my friend and colleague from Alaska that we will work as energetically as we possibly can to try to make sure that happens before we adjourn sine die.

ORDERS FOR MONDAY, SEPTEMBER 30, 1996

Mr. NICKLES. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until the hour of 10 a.m. on Monday, September 30; further, that immediately following the prayer, the Journal of the proceedings be deemed approved to date, the morning hour be deemed to have expired, the time for the two leaders be reserved for their use later in the day; the Senate then proceed to the amendable continuing resolution, which will come from the House later this evening, for debate only, no amendments in order prior to the hour of 2 p.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

PROGRAM

Mr. NICKLES. Mr. President, the Senate will begin consideration of the omnibus appropriations bill at 10 a.m. on Monday. Also the Senate can be expected to consider the FAA conference report, the Presidio conference report, and other legislative items cleared for action.

Therefore, votes will occur but will not occur prior to the hour of 2 p.m. on Monday.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. NICKLES. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADJOURNMENT UNTIL 10 A.M. MONDAY, SEPTEMBER 30, 1996

Mr. NICKLES. Mr. President, if there is no further business to come before the Senate, I now ask unanimous consent the Senate stand in adjournment under the previous order.

For the information of all Senators, we will reconvene at 10 a.m. on Monday morning.

There being no objection, the Senate, at 7:08 p.m., adjourned until Monday, September 30, 1996, at 10 a.m.